Abstract

A method for determining the ignition angle is described in which modifications of manipulated variables which have an influence on the knock limit, and therefore on the optimum

5   ignition angle as well, are dynamically taken into account.

To this end, a base ignition angle (1) is first determined, based on the instantaneous engine speed and load. As part of a downstream knock control (3), a first ignition angle

10   adjustment (2) in the retard direction is determined when knocking has been detected. As part of a knock limit control (4), a second ignition angle adjustment (5) is also determined when at least one manipulated variable influencing the knock limit changes, the type of the second ignition angle

15   adjustment (5), i.e., advancing or retarding, depending on the manipulated variable and its modification.

(Figure 1)